

REPORT

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SUPPLEMENT TO
REPORT NO. 50X1-HUM

THIS IS UNEVALUATED INFORMATION

Empty train consisting of 52 freight cars.

17 August 1949

Departure from KUESTRIN - KIEL at 5:30 p.m.

Arrival in KUESTRIE-NEUSTADT at 5:50 p.m. (Polish border control)

Departure from KULSTERN-NEUBERG at 7 p.m.

Arrival in LANDSBURG, Marthe River (R 55/2 61) at 8:30 p.m. (coal-
water supply station)

Departure from LANDSBERG on the River at 10:20 p.m.

18 August 1949

Arrival in SCHRIEDLHUEHL (P 541 94) at 1 a.m. (coaling and water
at this station)

Departure from SCHREIDENHOF at 5:30 a.m.

Arrival in NAAKED at 5:45 a.m. (watersupply station)

Departure from NAAKEL at 6 a.m.

Passing through BALDWIN (P. 5476 34) at 6:45 a.m.

Arrival in THORN (Q 54/3 372) at 5 a.m. (coaling and water supply

Departure from PHOEN at 10:15 a.m.

Arrival in DEUTSCH EYLAU at 1:16 p.m. (coaling and water supply

Departure from DEUTSCH EYLAU at 2 p.m.

Arrived in OSTERODE (Q 54/E 22) at 3 p.m.

Departure from OSTROGNI at 4:45 a.m.

Arrival in KORSCHEW (R 55/V 04) at 7:45 p.m. (Polish border control)

Departure from KONGCHEN at 11:10 a.m.

19 August 1949:

Arrival in GERMANY at 2 a.m. (Soviet border control)

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The locomotive was parked on a siding where 12 locomotives were already standing. The locomotives were guarded by Soviet soldiers.

(Sketch of the GERDAUEN Railroad station see Annex)

The KUESTRIK - DEUTSCH EYLAU Railroad line is a double-track standard gauge line; the DEUTSCH EYLAU - GERDAUEN line section is a single-track standard gauge line.

The railroad bridge over the Vistula River near THORN has been repaired as a single-track bridge.

2. Return Journey:

Empty train, on which Soviet dependents had been taken from the Soviet Zone of Germany to LITZLABURG (R 55/V 55).

29 August 1949

Departure from GERDAUEN at 3:45 a.m.

Arrival in KORSCHEN at 5:30 a.m.

Departure from KORSCHEN at 9:30 a.m. (via DEUTSCH EYLAU, THORN, BROMBERG)

30 August 1949

Arrival in SCHNEIDENMUEHLE at 6 a.m. (coaling and water supply station)

Departure from SCHNEIDENMUEHLE at 8:30 a.m.

Arrival in LANSBURG/Warthe at 1 p.m. (coaling and water supply station)

Departure from LANSBURG/Warthe at 2:30 p.m.

Arrival in KUESTRIK-NEUSADT at 4 p.m. (Polish border control)

Departure from KUESTRIK-NEUSADT at 8:45 p.m.

Arrival in KUESTRIK-KIEZ at 9:10 p.m.

3. Comment:

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The stop of 10 days in GERDAUEN is noteworthy. Since 12 other locomotives were waiting, it can be inferred that within the time period of 10 days 12 Soviet trains at most were dispatched from GERDAUEN in the direction of the Soviet Zone of Germany.

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The fact that the empty trains were not utilized at all is also remarkable.

Reports of various engineers of locomotive brigades show that the Germans no longer take the trains to the transloading points but only to a place shortly beyond the Soviet border. Here the trains are taken over by Soviet personnel with Soviet standard-gauge locomotives and then taken to the transloading point. The same procedure is applied on the return trips.

1 annex: Railroad Station GERDAUEN. ((Gierdawy/Zheleznodorozhny))

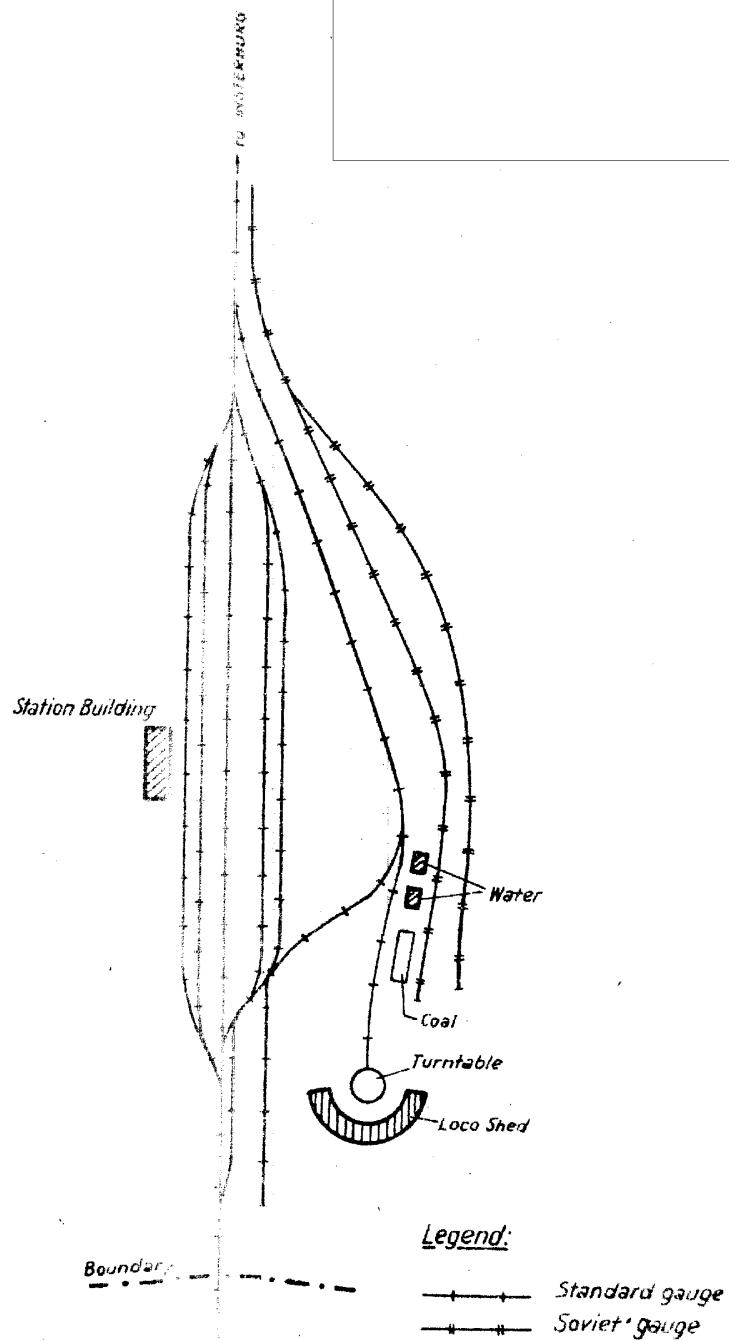
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Annex

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RR Station GERDAUEN



Not to scale

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